

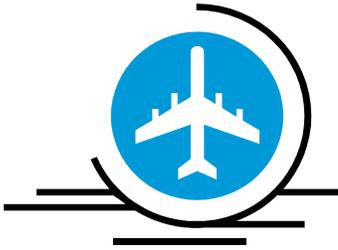
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McMahon-Wrinkle Airport & Industrial Park



Recent Airport Activity

It's Great to Be Here! —Karen Reagan,
Administrative Assistant



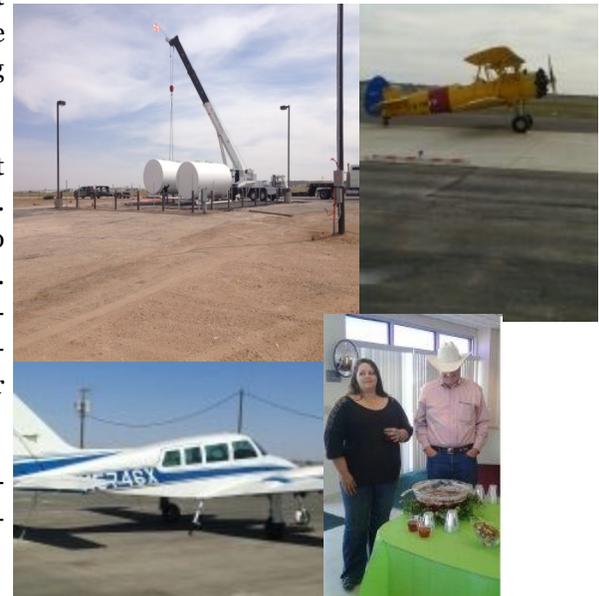
In This Issue:

- Recent Airport Activity & Photos
- Airport Director's Update
- Pilot's Briefing
- Pilot's Project
- Pilot's Perspective
- Pilot Safety Meeting Info.
- Memory Tickler

What a whirlwind start...literally. My first days here at McMahon-Wrinkle Airport have been loaded with new experiences and strong winds.

If you took a look at our airport in the last couple of months, you saw lots of activity. Construction crews were working daily to upgrade our apron and fix the drainage issues. The fuel farm tanks were installed. In addition, there was rapid rail growth in our Industrial Park. Thanks goes out to everyone for their patience during this time!

Finally, it's great to be here. I appreciate everyone's help and input as I try to fill my predecessor's shoes!



Airport Director's Update

Never a Dull (or Spare) Moment at the Airport! —Jim Little, Airport Director

"What's happening?" you may ask. Consider our new Administrative Assistant! Welcome, Karen! As far as construction goes, our updated airport and heavy aircraft pad have been completed, our new fuel farm tank is being installed—with self serve capability for 100 low lead fuel, and our 12-unit T-Hangar project is now ready for construction bids. The former Webb "Alert Hangars" will be returning to aircraft storage use. Also, demolition of the nostalgic Webb Parachute Building is being orchestrated and will take place soon.

In addition, hosted on April 25th near the Hangar 25 Air Museum was the TxDOT ground breaking

ceremony for the Big Spring Hwy 87 Reliever Route. There is planning in the works for direct airport connectivity to this road.

Other activities on our airport include preparations for oil/gas horizontal drilling, extensive railroad expansion in the Industrial Park, and even trapping and relocating of some of those cute little critters called Prairie Dogs. What's more, we are working on a new Airport Master Plan to add some semblance of order to chaos.

Finally, coming up in June will be our annual breakfast fly-in and in August the 2014 National Hang Gliding competition! Wow!! If you have some spare time, we could probably use your talents!!! Keep it safe!

Pilot's Briefing

Vortex Generators— by Wayne Dawson

You may have noticed little fins glued to the upper wing surfaces of some of the airplanes on the field. These are vortex generators. They are small aluminum blades placed in a spanwise line aft of the leading edge on the wing and tail surfaces. They control airflow over the upper surface on the wing and lower surface of the horizontal stabilizer by creating vortices that energize the boundary layer. This results in improved performance at low airspeeds and high angles of attack. Vortex generators are not new. Boeing used the first vortex generators to delay boundary layer separation on the wings of the 707. From there the technology trickled down to general aviation, first to Learjets and light twins. Since then the word has gotten around; vortex generators have been STC'd for more than 500 aircraft and are available for many experimental kit planes. The advan-

tages of vortex generators include lower lift off speeds, lower stall speeds, improved controllability, improved stability, and S.T.O.L. benefits. For multiengine aircraft benefits include reduced V_{mac}, zero fuel weight increase, gross weight increase, and enhanced aileron and rudder effectiveness. The downside to vortex generators can be a slight reduction, 1 to 3 kts, in cruise speed. I waited to install vortex generators on my RV7A until after it was painted. I only installed them in my wings and the underside of the horizontal stabilizer. I did not put them on the vertical stabilizer because it and the rudder are very large. At the time they were installed I had already flown the aircraft about 100 hours and was able to recognize the performance changes. My stall speed dropped



6kts. The airplane still breaks straight ahead in the stall but at a higher angle of attack, and is more controllable in slow flight. Vortex generator kits are manufactured for GA aircraft by Micro Aerodynamics

Inc. Check them out. I think you will be pleased when you see how much they can improve the performance of your airplane.

Wayne Dawson holds a Commercial Pilot license with both Single and Multiengine Land; Instrument Airplane; Glider ratings as well as a Ground Instructor, Advanced Instrument license. He currently flies an RV7A which he completed building in 2007 and hangs here at the McMahon-Wrinkle Airport.

Aircraft factory. I took a test flight in the 9A, and it was SWEET. Later that year, I again went to Oshkosh, and at one of the forums the presenter made several statements. “Five to ten years from now, will you think back to all the TV you watched, or if you would start building, would you have something to show for your effort?” Also... “Pick a plane you can finish, can fly, and which will suit your mission.” As a person who has had multiple birthdays, an RV12 fit my mission, capable of cross country if wanted but a fun plane to fly.



At the present time, I have completed the tail cone, the vertical stabilizer and rudder, and the horizontal stabilizer. That took about 125 hours. I started the wing kit last week, and it appears to be coming together faster.

Why build? At the present time it is a lot of fun. It is something to keep busy. My wife helps out occasionally. It requires a completely different way of thinking. The kit is really quite simple to assemble. The parts are very precisely designed and go well together. As the saying goes, if it doesn't fit, you haven't done something right.

Pilot's Project

Why Build— by Dr. Alan Abel

Why build? I have heard that question many times over the past year. Other similar questions are “You are doing what, why are you doing this crazy thing, and are you going to fly something that you built?”

For those of you who do not know, I am in the process of building an RV12 by Van's Aircraft of Aurora, Oregon. This is being built under the E-LSA category. The kit must be put together as Van's Aircraft described—same engine, same instruments, and no modification to the airframe. There are several options which are available: auto pilot, wheel fairings, side upholstery, and light kit for night operations. Otherwise, everything is very standard.



I became interested in building a plane quite a few years ago. While living in Ada, OK, there was an active EAA chapter where several members had built, refurbished, or were in the process of building a plane. When I moved to Plainview, there was again a very active EAA chapter which often met with the chapter from Lubbock. In addition, there were several trips to Oshkosh, as I had to see what this idea of building a plane was all about.

After moving to Big Spring, the next eight years or so were spent building a house, along with work, which took time away from the idea of building a plane. In 2012, I was at a meeting in Reno and decided to take a trip out to the Van's

Pilot's Perspective

ForeFlight-Changing Aviation – by Phillip Welch

If you recognize the word ForeFlight, then you know that this is a mobile software product introduced in 2007. It was originally developed for a desktop computer, but shortly moved to the iPhone when it was introduced. In 2010 it was moved to the new iPad platform. The iPad has since become a very popular way to do a host of activities from reading books and email to planning and tracking flights for pilots from private to air transport. ForeFlight changed the way pilots plan and execute flights. It continues to be expanded and improved from month to month. In addition to ForeFlight there are many apps that have been developed to assist pilots in other aviation related activities.

During my flight training in the early 1980's, pilots who were planning a cross country flight were required to get out one or more Sectional Charts, Airport Directories, Approach Chart books (if IFR) and other published information to begin the process. We needed to get weather information, notams, etc. for the route from the Flight Service Station system. At this time in the early 1980's, most of us did not have moving maps systems to track our progress or any cockpit weather information. We flew behind steam gauges and navigational systems developed in the 1930's.

Things have changed a lot for pilots, other than the price of fuel. My first moving map was a black and white Garmin GPS. Today we can get full color GPS and Radio combination units of all sizes installed in the panel. If you want a certified unit and not a portable, you can spend from \$6,000 to \$15,000 and more. However, for a few hundred dollars you can have access to ForeFlight software which can do more than the certified units.

This is a short list of resources available in this software. The list includes airport information (weather, runway, frequencies, notams, FBO, etc), sectional charts, approach charts, departure charts, flight plan filing, etc. The map area can be used to show flight progress and overlay information such as street map, radar weather, satellite, flight rules, dew point spread, temperature, visibility, surface winds, ceiling, fuel prices, and other helpful items.

Where is General Aviation headed as far as technology? New pilots at the big flight schools are already going all electronic. The iPad is in the cockpit and is a big part of making us more safe with ForeFlight and other apps.

A comprehensive discussion of all the features of ForeFlight is beyond the scope of this article. I am planning a safety meeting with more detailed information in the near future. If you want to see us present this kind of safety meeting, let us know. I hope you will be able to attend this session for a much more complete description of the software. If you have any questions, feel free to contact me at phillipwelch@mac.com.

Author Bio: Phillip Welch is a Private Pilot with an IFR rating and has been flying since 1981. He owns a 1977 Piper Cherokee 235 hangared in Big Spring.

Pilot's Safety Meeting!

Mark your calendar, and plan to attend!!

The next Pilot Safety Meeting is at 7:00 pm, immediately following the 5:30 pm Airport Board Meeting on Thursday, **May 22nd**.

Our Guest Speaker will be Guy Griffith, a retired Air Force fighter pilot. His program for the Pilot Safety Meeting is entitled, "Jet Fighter Development: My Experience 1952-1973." Snacks will be served! Don't miss it!

Please RSVP by calling Karen at 432-264-2362 or email: kreagan@mybigspring.com

Guy Griffith is a resident of Big Spring and is married. After retiring from the Air Force, he taught math in middle school and summers at Howard College.

...Memory Tickler...

What is stagnant hypoxia? Stagnant hypoxia occurs when positive G situations press the blood into the abdomen and legs, reducing the blood supply to the brain. The onset of G induced stagnant hypoxia is tunnel vision, followed by grey-out and diminished hearing, and culminating in blackout.



McMahon-Wrinkle Airport & Industrial Park

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We're on the web!

www.mybigspring.com/pages/airport

Pilot Safety Meeting: Thursday, May 22nd – 7:00 pm

Guy Griffith, a retired Air Force pilot, will be giving a presentation on the various aircraft that he commanded and flew.

DON'T MISS IT!

Terminal Hours of Operation

Monday through Friday
8 a.m. to 5 p.m.

Fixed Base Operator:

Lone Star Aviation
Phone: (432) 264-7124
Fax: (432) 264-7406
Call Out: (432) 935-1238
-or- (432) 270-2729

The Big Spring McMahon-Wrinkle Airport, owned and operated by the City of Big Spring, is a general aviation airport. The airport, which occupies approximately 2,200 acres of land, operates two runways: Runway 17/35, which measures 8,802 feet in length and 100 feet in width; and Runway 06/24, measuring 4,601 feet in length and 75 feet in width. Aviation activities that occur at the airport on a regular basis include agricultural spraying, corporate use, flight instruction, and recreational flying. The airport has hosted annual fly-ins and air shows, and maintains the Hangar 25 Air Museum. In 2007, the airport hosted the Hang Gliding World Championships. The Big Spring Air Terminal is over 4,000 sq. ft. with a conference room, passenger waiting area, courtesy car and airpark office. The Pilot's Lounge includes weather monitoring and flight planning capability, wireless internet connection and concessions.